

# **Board Transportation Committee**

October 10, 2017  
Government Center, Conference Room 11

## **Board of Supervisors Members Present:**

Penelope Gross, Mason District (Vice Chairman)  
John Foust, Dranesville District (Committee Chair)  
John Cook, Braddock District  
Pat Herrity, Springfield District  
Catherine Hudgins, Hunter Mill District  
Jeff McKay, Lee District  
Kathy Smith, Sully District  
Linda Smyth, Providence District  
Dan Storck, Mount Vernon District

## **Board of Supervisor Members Absent:**

Sharon Bulova, Chairman

## **County Leadership:**

Kirk Kincanon, Acting County Executive  
Robert A. Stalzer, Deputy County Executive  
Beth Teare, County Attorney

Link to agenda and presentation materials:  
<http://www.fairfaxcounty.gov/fcdot/btc/>

Supervisor Foust called the meeting to order at 1:05 p.m.

### **1. Approval of Minutes**

The minutes of the July 18, 2017, meeting were accepted with no changes.

### **2. I-66 Express Lane Project Update**

Susan Shaw, Megaprojects Director, VDOT, and Chris Doherty, Express Mobility Partners Director of Corporate Affairs, briefed the Board on updates of the I-66 Outside the Beltway Express Lane Project and the upcoming design public hearings in November 2017. The presentation is available at:

<https://www.fairfaxcounty.gov/bosclerk/board-committees/meetings/2017/oct10-transportation-i66-outside-beltway-project.pdf>

After Ms. Shaw's presentation, Tom Biesiadny, FCDOT Director, commended VDOT for their community meetings and engagement efforts with the public.

Supervisor Smyth thanked VDOT for their efforts and asked whether VDOT uses specific decibel levels or the actual amount of decibel reduction to determine effectiveness. Ms. Shaw replied that the VDOT process reviews a combination of both. VDOT uses both a standard decibel level of 66, and also looks at decibel reductions of five or more to determine whether the noise mitigation is effective.

Supervisor Gross requested that the I-66 Inside the Beltway Project collect recent traffic counts for Route 50, Route 7, etc., before and after the tolling on I-66. Mr. Biesiadny replied that traffic counts have been collected before the tolling, and more counts are scheduled to be done after the tolling. Staff will review the results and will work with VDOT to make adjustments accordingly. Ms. Shaw stated it will take some time to see the changes reflected in commuters' travel patterns. VDOT has a number of tools to address traffic issues at the hot spots. Supervisor Herry cautioned when and how traffic counts are being collected during the extended rush-hour periods. Mr. Biesiadny replied that staff will review the entire peak-hour periods as Supervisor Herry suggested.

Supervisor Foust asked how VDOT would perform congestion mitigation during the construction of I-66 Express Lanes. Ms. Shaw replied that VDOT will have restrictions on lane closures and work during peak times to minimize impacts. VDOT will have a traffic management plan for both the I-66 Inside and Outside the Beltway Projects and coordination with local jurisdictions and law enforcement.

### **3. Facilities Selection Tool Kit for Bike Master Plan**

Adam Lind, Bicycle Program Coordinator (FCDOT), and Chris Wells, Bicycle and Pedestrian Programs Manager (FCDOT), briefed the Board on the Bicycle Facility Selection Toolkit. The presentation is available at:

<https://www.fairfaxcounty.gov/bosclerk/board-committees/meetings/2017/oct10-transportation-bike-master-plan-facilities.pdf>

Supervisor McKay stated this tool kit is a guideline, and that the community inputs and Bike Master Plan are the required starting process. He asked if there is a process for inventorying those bike lanes for potential future spot improvements. Mr. Lind replied that there is a GIS layer for the entire county that contains the bike lanes and their beginning and ending points. Supervisor McKay stated that staff should prioritize spot improvements, such as, turning a sharrow into a dedicated and painted bike lane.

Supervisor Gross emphasized that roads in industrial designated zones like Industrial Drive in Springfield, should not have a requirement for bike lanes for obvious safety issues. She stated that there is a need to have additional discussion with staff in the Planning and Zoning Department regarding this issue. She also stated that way-finding signage could be improved and some overall community education is needed. Mr. Lind replied that he is working with the marketing consultant on an educational brochure for bike lanes.

Supervisor Herry stated that this tool kit should not be a one-size-fit-all model, due to different demographic characteristics of Fairfax County. He requested information on the tool to measure usage of bike lanes. Mr. Lind agreed that the tool kit is a guideline and should not be used without many other considerations. He stated that staff have collected data around the County related to bike lanes, buffered bike lanes, and shared use paths. Staff has been using that tool to

project and predict potential uses based on different type of facilities. Staff are in the process of fact checking the data and will bring back their findings to the committee at a future meeting.

Supervisor Smyth stated that bicyclists do not always follow the rules to stop at stop signs, traffic lights and intersections. Mr. Lind stated that part of the outreach is education to the bicyclists and implementation of some engineering design treatments to deal with the safety issue. The other part of the solution is enforcement. The traffic laws applied to both vehicular drivers and bicyclists.

Supervisor Storck asked about the width of the buffer between vehicles and bikes, and how much notice each Supervisor's office would receive from staff or VDOT for paving activities in their district. Mr. Lind replied that the VDOT buffer standard is a minimum of two feet between the traveling lane and a bike lane. Depending on the geometry of the roadway, the buffers could be three-feet wide. Regarding the paving, Mr. Lind stated that VDOT provides a draft list in the fall of each year. Staff matches this list up with the bike master plan and coordinates the implementation with VDOT. He noted that on Mount Vernon Highway, there was not enough right-of-way to implement bike lanes consistently when VDOT repaved the road. Supervisor Storck asked Mr. Lind to inform his office about the bike lane issues in the future.

Regarding the example of a separated bike lane, Supervisor Foust asked if the design would create a safety issue for the people in the car and if there is any available safety research based on this type of design. Mr. Lind replied that this type of buffer would create a three to five foot buffer; enough for people to open the door and step out of the car and not directly into a bike lane. He stated that the separated bike lane design has been adopted in 53 cities nationwide, and that he will discuss the safety research with the Committee at a future meeting.

Mr. Biesiadny stated that his office will bring this item back to the Board for consideration to provide flexibility to supplement the Bike Master Plan. Supervisor Hudgins thanked Mr. Lind and Mr. Wells for their work on the work on bicycle and pedestrian issues.

#### **4. Capital Project Management Information System (CPMIS) Process Mapping**

Todd Minnix, Transportation Design Division Chief (FCDOT), Cathy Lemmon, IT Systems Architect (DPWES), and Ron Kirkpatrick, Deputy Director (DPWES), briefed the Board on the joint effort of FCDOT and DPWES to standardize a state-of-the-art software tool for capital improvement projects. The presentation is available at:

<https://www.fairfaxcounty.gov/bosclerk/board-committees/meetings/2017/oct10-transportation-presentation-cmpis.pdf>

Supervisor Storck cautioned that many software programs have not delivered the results that they were intended to achieve. He asked for the initial cost of purchase and ongoing cost of the software license. Ms. Lemmon replied that they have requirements in the RFP, and each vendor responded to the requirements, so staff can review and evaluate each vendor against the requirements. Staff has also requested information from other jurisdictions and included the recommendations in the negotiations with top ranked vendors to secure a product that will meet the County's needs. The process mapping will help staff to review and determine if the vendor has delivered the work product as required.

Supervisor Storck requested information on benefit cost analysis. Ms. Lemmon replied that the initial estimate is between \$1.5 to \$2.0 million for the first-year of implementation, and will have subsequent annual licensing fees. Mr. Kirkpatrick stated that some of the larger consultants that have worked with other municipalities around the country indicated that they believe that Fairfax County could benefit with a more robust system than what staff is using today. Mr. Biesiadny stated that with the \$2 billion worth of transportation projects, the cost of this system is very minor compared to the total cost of transportation projects. The new system will help staff work more efficiently than the current system. It is possible to integrate with the VDOT system, but that will be studied in the future.

Supervisor Herrity said that staff needs to reevaluate the process along the way and asked for the schedule. Ms. Lemmon replied that the process will be done by the end of 2017, and staff will make a recommendation of purchasing the contract to the Board. After the Board approval, it will take about six months to negotiate a contract after selection of a vendor, due to legal and user agreements. Supervisor Herrity stated that this seems to be a long time for getting a government contract done. Supervisor Foust was concerned about not knowing the cost of the software and accountability issue associated with it. Mr. Biesiadny responded that after the negotiation process is complete, staff will be able to share the initial cost information to the Board and will keep track of the actual cost compared to the contract. Mr. Minnix stated that there is a discussion among staff on how to allocate the cost across the projects within the CIP.

## **5. Silver Line Phase 2 Implementation**

Mark Canale, Chief, Special Projects Division, FCDOT, updated the Board on the progress of the Silver Line Phase 2 Project. The presentation is available at:

<https://www.fairfaxcounty.gov/bosclerk/board-committees/meetings/2017/oct10-transportation-silver-line-phase2-update.pdf>

Supervisor Hudgins asked about the closing of the Herndon-Monroe Commuter Garage for a few days in November 2017. Mr. Canale replied that commuters who wish to use the existing Herndon-Monroe garage during this time will need to enter and exit the facility on the northwest corner via the Dulles Toll Road. This detour will require drivers to pay a \$1.00 toll upon exiting the garage. Commuters can alternatively consider using the Reston South Park-and-Ride Lot located at the intersection of Reston Parkway and Fox Mill Road (parking is free but limited); or the commuter parking garage located at the Wiehle-Reston East Metrorail Station (parking costs \$4.95 per day). Mr. Biesiadny stated that it is something that will take a lot of coordination to let the public know how to get to the facility during that two-week period. It is possible that it will have an impact on the revenue. Phase 2 budget remains at \$2.778 billion. This figure includes the costs to address the stormwater management issue. Regarding the Old Meadow Road realignment project, the construction completion is scheduled for the end of 2018.

## **6. Transportation Priorities Plan**

Tom Biesiadny briefed the Board on the upcoming public meetings of the Transportation Priority Plan (TPP). The news release information is available at:

<https://www.fairfaxcounty.gov/bosclerk/board-committees/meetings/2017/oct10-transportation-priorities-plan.pdf>

The website for the TPP contains the public meeting information, the project list of 200 potential projects, the interactive project map and the online survey. The information is available on this project web page:

<https://www.fairfaxcounty.gov/fcdot/tpp2017.htm>

Mr. Biesiadny stated that after the public meetings, he will update the Board on the public comments.

## **7. TIGER Grant Application**

Brent Riddle, Senior Transportation, FCDOT, briefed the Board on the two TIGER (Transportation Investment Generating Economic Recovery) Grant applications; the Frontier Drive Extension from Franconia-Springfield Parkway to Loisdale Road, for \$25 million; and the Richmond Highway CSX Underpass (Atlantic Gateway) at the intersection of Richmond Highway and the CSX Railroad in southern Fairfax County for \$12.0 million. Due to the timing of the application deadline, there was not time for staff to submit a formal Board item. The Board Item will be brought to the Board meeting on October 24, 2017.

The information on the application is available at:

<https://www.fairfaxcounty.gov/bosclerk/board-committees/meetings/2017/oct10-transportation-bos-tiger-authorization.pdf>

Supervisor McKay stated that it is critical to note the relationship between the Frontier Drive Extension Project to the relocation of the Transportation Security Agency (TSA) and that this project is already under construction. The project is needed and occurred prior to the relocation of the TSA to Springfield. Regarding the Richmond Highway CSX Underpass (Atlantic Gateway), Supervisor McKay stated that this project is important to Fairfax County, but it is also critical and beneficial to Prince William County. He requested staff to explore the funding impact, if any, to Fairfax County for partnering with Prince William County to apply for NVTA funding. Supervisor Storck stated that this project will also benefit the people in the Mount Vernon District.

The meeting adjourned at 3:05 P.M. The next BTC meeting is scheduled for December 12, 2017, at 1:00 P.M.